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DEPT. OF TRANSPORTATION

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NETJETS®

October 18.2002

Inspector Michael J. Coffey
Air Carrier Operations Branch, AFS-220
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

FAA-02-13347-2

Dear Inspector Coffey:

In response to our telephone conversation of October 4, 2002, I would like to provide additional information regarding the Executive Jet Management, Inc. (EJM) exemption request regarding proving flights. I apologize for the delay in providing the information. The EJM Principal Operations Inspector, James L. Jackson, has been on vacation and I wished to clarify some details with him prior to responding.

EJM has made numerous requests for a deviation from the requirements of 14 CFR 135.145. The first request for a 100% reduction in proving test flight hours occurred in 1996. Since that time, consideration has been given to requesting a 100% reduction for each proving test the company has conducted. However, many times a formal request was not made due to the fact that adequate time was not available for the FAA to process such a request and that a 75% reduction was a "sure thing" that had been granted routinely to EJM since approximately 1994. Following are details on instances where EJM has made a formal request for a proving flight hour reduction exceeding 75%. As you are aware, these requests have not been granted.

February, 1998

1. EJM requested a 95% reduction in proving flight hours for the Cessna CE-525.
2. A 95% reduction (rather than 100%) was requested due to the fact that a 14 CFR 135.299 check was required for an EJM pilot.
3. In April, 1998, the CVG FSDO was informed that a 75% reduction had been granted. No explanation was given regarding the 100% request.

October, 1998

1. EJM requested a 100% reduction in proving flight hours for the Cessna CE-750.
2. The request was forwarded to Great Lakes Region (AGL-200) with the concurrence by the CVG FSDO of the 100% request.
3. AGL-200 forwarded the request to AFS-200 concurring with the FSDO's position.
4. In November, 1998, EJM was granted a 75% reduction by AFS-200 without comment regarding the original request.

May, 2001

1. EJM requested a 100% reduction in proving flight hours for the Galaxy aircraft based on the usage of a Tabletop Proving Test Plan.
2. The request was forwarded to Great Lakes Region (**AGL-200**) with the concurrence by the CVG FSDO of the 100% request.
3. In June, **2001**, **AGL-200** forwarded the **request to AFS-200** concurring with the FSDO's position.
4. EJM was granted a 75% reduction by AFS-200 without comment regarding the original request.

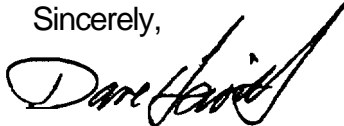
September, 2002

1. **EJM has** requested a 100% reduction in proving **flight** hours for **the** Global Express aircraft based on the usage of a Tabletop Proving Test Plan.
2. The request was forwarded to **Great** Lakes Region (AGL-200) with the concurrence by the CVG FSDO of the 100% request.
3. Action by AGL-200 is pending.

Inspector James Jackson, ~~the~~ **EJM POI**, will ~~be~~ forwarding you additional **FAA documentation** regarding these requests. Additionally, I have included a copy of the most recent 100% reduction request for the **Global** Express aircraft.

EJM believes that use of tabletop ~~simulation~~ is an acceptable means of compliance **with 14 CFR 135.145** as evidenced in our **exemption** request. We appreciate your **timely** consideration of ~~this~~ issue.

Sincerely,



David Hewitt (representing EJM)
Vice President, Governmental Affairs
NetJets, Inc.
4556 Airport Rd.
Cincinnati, OH **45226**
(513) 979-6610
(513) 979-6687 (fax)
dhewitt@netjets.com

Attachments: EJM Global Express Proving Test Request

CC: Hal Raber, Director of Operations, EJM
James Jackson, POI, CVG FSDO

4556 Airport Road, Cincinnati, OH 45226 T 513 979 6600 F 513 979 6662

EXECUTIVE JET[®]
MANAGEMENT
A NETJET'S COMPANY

September 17, 2002

Mr. James L Jackson
Principal Operations Inspector
Cincinnati FSDO
4240 Airport Road
Cincinnati, Ohio 45226

Dear Mr. Jackson:

Attached is the Proving Test Plan for the Global Express. The proving test plan is submitted in accordance with 14 CFR 135.145 and the guidance contained in the Air Carrier Operations Inspector's Handbook 8400.10.

The attached plan requiring a aircraft flight, requests a 100% reduction in the required proving test hours and goes into detail as to why Executive Jet Management, Inc. believes that an equivalent level of safety will be maintained by granting this deviation.

EJM anticipates that this aircraft will be ready for 14 CFR 135 operations on or about the week of December 2, 2002 and your timely evaluation of our request will be appreciated.

if you have any questions or I may be of assistance, please contact me.

Sincerely,



Hal Raber

Director of Operations



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EXECUTIVE JET[®] **MANAGEMENT**

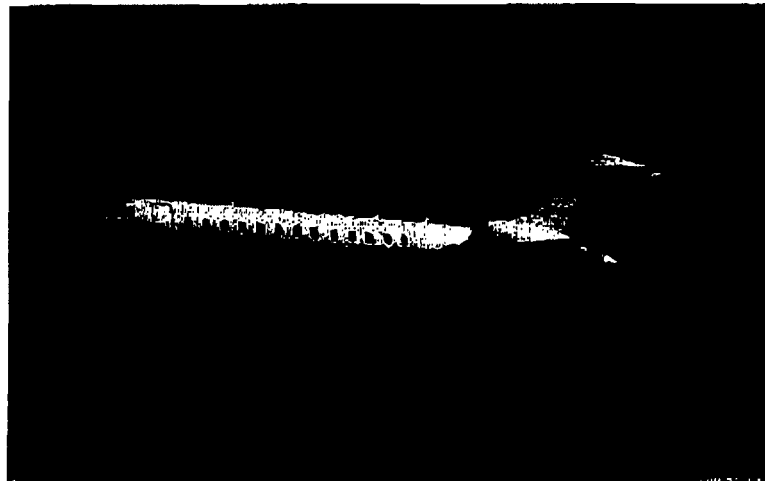
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4556 Airport Rd.
Cincinnati, OH 45226

Air Carrier Certificate Number CWQA061D

Request for Proving Tests

BOMBARDIER
GLOBAL EXPRESS





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Executive Jet Management, Inc.

Proving Test Plan



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COMPANY COORDINATOR

Hal W. Raber, Airline Transport Pilot and Director of Operations for Executive Jet Management, Inc. will serve as primary Proving Test Coordinator and liaison with the Federal Aviation Administration. Mr. Raber's normal duties and responsibilities are outlined in the Company Operations Manual.

PROPOSED PROVING FLIGHT ITINERARY

Day 1

Trip Route: LUK-ELP-BNA-LUK
Trip Time: 6.8
Duty Hours: 10.3

LUK - ELP

1.	Flight Time:	3.3
2.	Distance	1155 nm
3.	Routing	CVG; DPXV; J78 IRW; D SPS; D ABI; J50 SFL; DELP

ELP - BNA

1.	Flight Time:	2.6
2.	Distance	1012 nm
3.	Routing	DMR 1,ELP INK; J4 DFW; J66 MEM; J42 BNA

BNA - LUK

1.	Flight Time:	0.9
2.	Distance	229 nm
3.	Routing	NASHVILLE EIGHT DEP; PXV; MOSEY 5 LUK

* Night requirement will be met ... departure times to be arranged after conferring with FAA.



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PROVING FLIGHT ITINERARY-continued

Day 2

Trip Route: LUK-MSP-ABQ-LUK
TripTime: 6.9
Duty Hours: 10.4

LUK - MSP

- 1. Flight Time: 1.7**
- 2. Distance 522 nm**
- 3. Routing DHICKI; J24 VHP; D BVT; J89 BAE:
EAU CLAIRE TWO ARRIVAL**

MSP - ABQ

- 1. Flight Time: 2.5**
- 2. Distance 852 nm**
- 3. Routing MSP 6 FSD; J197 OBH; J128 FQF; J13 ABQ**

ABQ - LUK

- 1. Flight Time: 2.7**
- 2. Distance 1086 nm**
- 3. Routing J78 IIU; D MOSEY; MOSEY 5 ARRIVAL**

*** Night requirement will be met ... departure times to be arranged after conferring with FAA.**



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PROVING FLIGHT ITINERARY-continued

Day 3

Trip Route: LUK-MCCABQ-LUK
TripTime: 6.4
Duty Hours: 9.9

LUK - MCI

1. Flight Time: 1.7
2. Distance 479 nm
3. Routing DIRECT CVG; V5 IIU; SGF; TYGER 3; MCI

MCI - ABQ

1. Flight Time: 2.0
2. Distance 622 nm
3. Routing WILDCAT 2; LVS; FRIHO 3; ABQ

ABQ - LUK

1. Flight Time: 2.7
2. Distance 1087 nm
3. Routing ABQ 1; LVS; VHP; MOSEY 5; LUK

• Night requirement will be met ... departure times to be arranged after conferring with FAA.



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PROVING FLIGHT ITINERARY-continued

Day 4

Trip Route: LUK-MSP-COS-MEM-LUK
Trip Time: 6.9
Duty Hours: 10.4

LUK - MSP

- 1. Flight Time: 1.7**
- 2. Distance 522 nm**
- 3. Routing FFO; DIRECT BAE; EAU 1**

MSP - COS

- 1. Flight Time: 2.0**
- 2. Distance 629 nm**
- 3. Routing FSD: J197 HGO; DIRECT COS**

COS - MEM

- 1. Flight Time: 2.0**
- 2. Distance 740 nm**
- 3. Routing HGO; DIRECT RZC; GQE 9**

MEM - LUK

- 1. Flight Time: 1.2**
- 2. Distance 360 nm**
- 3. Routing DYR; DIRECT PXV; MOSEY 5**

*** Night requirement will be met ... departure times to be arranged after conferring with FAA.**



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FLIGHT CREW DESIGNATION

Captain: Captain Raymond E. Kloss, ATP 201420347

First Officer: Captain Dennis O'Brien, ATP 571887651

MAINTENANCE

The Maintenance Program for the Global Express is in compliance with 14 CFR 135.421.

Maintenance on the aircraft will be managed by Executive Jet Management, Inc.

NAME AND TITLE OF NON-CREWMEMBER PERSONNEL ABOARD AIRCRAFT

Marcus Brown - Assistance Director of Operations

Hal Raber - Director of Operations

VALIDATION OF AVIONICS

Concurrent with the GLOBAL EXPRESS proving test, Executive Jet Management, Inc. will validate the installed avionics,

The following avionics are installed on the aircraft:

- Dual Universal FMS Systems w/GPS



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ORGANIZATIONAL STRUCTURE

Executive Jet Management, Inc. is a member of the NetJets family. NetJets is headquartered in Woodbridge, NJ and the companies associated with NetJets are: NetJets Aviation (NJA) located in Columbus, Ohio; Executive Jet Management, Inc., located in Cincinnati, Ohio; and NetJets International, (NJI) located in Bluffton, South Carolina. Although the companies are operationally independent of each other, there are the natural ties associated with common ownership.

The internal organization of EJM is as outlined in the Company Operations Manual.

MANAGEMENT EXPERIENCE

President and CEO -Albert C. Pod

Mr. Pod has over nineteen years experience in FAR 135 operations, over three years experience in 14 CFR 121 operations, and was formerly the Chief Pilot of Airborne Express, Director of Operations for Executive Jet Management, Inc., and Vice President of Operations for Executive Jet International. While at Airborne Express, Mr. Pod participated in the acquisition, training program formulation, and proving tests for the DC-9 aircraft. At Executive Jet Management Inc., Mr. Pod has been the driving force behind the expansion to 100 aircraft, over 230 pilots and 510 total employees.

Director of Operations - Hal W. Raber

Mr. Raber has over sixteen years experience in 14 CFR 135 Operations and over twenty-three years experience in aviation training and operations while serving in the military. Mr. Raber has served as a Line Pilot, Director of Training, and Chief Pilot for EJM prior to his appointment as Director of Operations. In addition to supervising all aspects of EJM operations, Captain Raber also serves as a Check Airman in the Citation series of aircraft and is a Falcon 50 Captain.



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Vice President. Maintenance(DM) - Richard Williams

Mr. Williams has over twenty-five years of experience in Aviation Maintenance and Maintenance Management. He has had Inspection Authorization for over fifteen years and has in excess of fourteen years experience as a Director of Maintenance in 14 CFR 135 and 14 CFR 145 Operations. He has extensive managerial experience and has developed a variety of maintenance programs. He has a thorough knowledge of the aviation maintenance, engineering, and the applicable FAA regulations as required to meet the demands of a Director of Maintenance.

Chief Pilot – Dan O’Neal

Mr. O’Neal has over thirty-five years of aviation experience including one year of 14 CFR 135 experience at EJM. Prior to being employed by EJM, Mr. O’Neal was the Director of Operations of Airborne Aviation. Mr. O’Neal is type rated and serves as Line Captain and Check Airman in the Gulfstream III/IV series aircraft and has in excess of 14000 hours of flight time.

Other management personnel and their duties are outlined in the Company Operations Manual.

FLIGHT OPERATIONS CENTER

Executive Jet Management, Inc. operates a Flight Operations Center (FOC), which is in operation 24 hours per day, seven days per week. At all times, EJM personnel maintain operational control of EJM aircraft. The FOC performs all required trip coordination to include Customs, ARO’s, identification of hanger or de-ice capability when required, and a preliminary NOTAM check the day prior to the trip. Additionally, the FOC will coordinate between crews and maintenance when applicable. The FOC and Customer Service Center are connected by data link such that each may monitor the progress of a trip, although Flight Following is accomplished through the FOC.



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FLIGHT CREWMEMBER EXPERIENCE

The following individual will be designated as Pilot-In-Command:

Captain Raymond E. Kloss will be the designated Pilot-in-Command for the Global Express Proving Test. Captain Kloss has been associated with Executive Jet Management since February 1999. He has over 15,000 hours of flight time and has completed both the Bombardier BBD-700 Initial and Recurrent training course.

His resume is attached.

The following individual will be designated as First Officer:

Captain Dennis O'Brien will be designated as the First Officer for the Global Express Proving Test. Captain O'Brien has been associated with Executive Jet Management since February 1999. He has over 11,700 hours of flight time and has completed both the Bombardier BBD-700 Initial and Recurrent training course.

His resume is attached.



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REQUEST FOR DEVIATION FROM
PROVING TEST FLIGHT HOURS



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PROPOSED DEVIATION

In consideration of the information contained in this request package, Executive Jet Management, Inc. is requesting a 100% reduction in the required Proving Test flight hours.

Executive Jet Management, Inc. believes that a 100% reduction is appropriate based on:

- The experience and **safety record**, in this group of aircraft, of EJM.
- The number of Proving Flights **completed** recently in **similar** types of **aircraft**.
- The use of an **alternate** means of **compliance** (Table Top Simulation).

EJM has established an outstanding record of **safety**, performance, and compliance. EJM currently operates a fleet of **68** turbojet aircraft in accordance with Part 135 and flies in excess of **25,000** hours per year. A current **Aircraft Listing** begins on Page 24. **As evidenced** by the current fleet, EJM has extensive experience in the operation of **large** category **turbojet** aircraft in 14 CFR 135 operations.

EJM has successfully completed proving flights for the following aircraft

	Aircraft Type	Date Proving Flight Completed	75% Flight Hour Reduction	Early Termination
1.	Lear 45	August 27, 2002	Yes	Yes
2.	Lear 60	August 20, 2002	Yes	
3.	Astra (G-100)	September 27, 2001	Yes	Yes
4.	Galaxy (G-200)	June 13, 2001	Yes	
5.	Gulfstream G-IV	June 8, 2000	Yes	
6.	Cessna Citation Excel (CE-560XL)	January 20, 2000	Yes	
7.	Cessna Citation X (CE-750)	February 24, 1999	Yes	
8.	Dassault Falcon 2000	February 3, 1999	Yes	
9.	Cessna CitationJet CE-525	April 23, 1998	Yes	
10.	Gulfstream G-II	March 26, 1998	Yes	
11.	Canadair Challenger CL 600	March 6, 1998	Yes	
12.	Falcon DA-10	June 11, 1997	Yes	
13.	Falcon DA-50	December 11, 1996	Yes	
14.	Hawker 700	September 30, 1996	Yes	
15.	Hawker 1000	May 8, 1996	Yes	
16.	Falcon DA-20		Yes	
17.	Lear Jet		Yes	
18.	IA Jet (Westwind)		Yes	
19.	Citation III (CE-650)		Yes	
20.	Saberliner NA-265			
21.	Citation 500 Series			



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Proposed Deviation - continued

It is important to note that Executive Jet Management, Inc. has successfully completed fifteen Proving Tests on a wide range of turbojet aircraft in the past six years.

The FAA Air Carrier Inspector's Handbook, 8400.10, Page 3-717, Paragraph 1553, states:

"Proving tests consist of a demonstration of the applicant's ability to operate and maintain an aircraft new to an operator's fleet or the applicant's ability to conduct a particular kind of operation, such as domestic, flag, or commuter."

Executive Jet Management, Inc. has successfully operated and maintained aircraft both smaller and less complex, and as complex as a Global Express for a number of years. In fact, we currently operate aircraft spanning the complete corporate jet spectrum from Citation Jets to Gulfstream G-IV's.

The GLOBAL EXPRESS poses no significant operational differences for EJM.

From a maintenance perspective, the GLOBAL EXPRESS poses no significant maintenance differences for EJM.

**EXECUTIVE JET
MANAGEMENT**
A NETJETS COMPANY

Executive Jet Management, Inc.
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Proposed Deviation - continued

In evaluating this request, Executive Jet Management, Inc. would like to submit the following in response to the requirements of the 8400.10, Page 3-775, Paragraph 1645:

1) FAA Requirement

If the aircraft has **not** been used previously in air **transportation** by a U.S. certificate holder, to what extent has the aircraft been operated by foreign operators?

EJM Response

GLOBAL EXPRESS aircraft have been operated in accordance with 14 CFR Part 135 for **over** a year.

2) FAA Requirement

For newly **certificated** aircraft, how familiar is the test team with the aircraft?

EJM Response

The **GLOBAL EXPRESS** is not a newly certificated aircraft and the test team is familiar with the aircraft.

3) FAA Requirement

For aircraft that are new to the applicant but have been proven previously in Part **121** or Part **135** operations, to what **extent** is the overall operation affected by the new aircraft (changing from Part 135 to Part 121, domestic to flag)?

EJM Response

The **GLOBAL EXPRESS** is **new** to **EJM**, but, as mentioned above, is **being** used in 14 CFR 91 **and** 135 operations. No regulatory changes will be required. Operationally, **EJM** currently has in place the **systems** and procedures to successfully operate a **GLOBAL EXPRESS** and no effect on **overall** operations will occur.



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Proposed Deviation - continued

4) FAA Requirement

To what extent is the new aircraft substantially different from aircraft previously flown by the applicant (such as changing from turboprop to turbojet, unpressurized to pressurized, or narrow-body to wide-body)?

EJM Response

As stated previously, there are no substantial differences between the **GLOBAL EXPRESS** and other aircraft operated by EJM. In fact, EJM is quite familiar with Bombardier business jet products (see Aircraft Listing) as many types are currently included in the WM fleet.

5) FAA Requirement

To what extent is the applicant's route structure affected (for example, inauguration of international routes and use of special navigation equipment)?

EJM Response

There are no changes required to the EJM route structure nor any special navigation equipment requirements.

6) FAA Requirement

What is the experience level of personnel involved in the operation (for example, flight and cabin crewmember's experience in the operation of this type of aircraft).

EJM Response

Resumes for the assigned flight crew are contained in this package. Both flight crewmembers have received simulator-based training and checking.

7) FAA Requirement

How does the applicant propose to conduct the proving flights (for example, a few long range flights versus several short range flights)?

EJM Response

EJM is requesting that proving test flights be reduced 100% for the GLOBAL EXPRESS aircraft.



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Proposed Deviation - continued

8) FAA Requirement

What level of management experience exists in the company with this type or similar make of aircraft?

EJM Response

EJM management is vastly experienced in the operation of turbojet aircraft under 14 CFR 135. Summaries of management experience are located on Page 14.

Executive Jet Management, Inc. believes it has proven itself as a company to be a safe, compliant, and reliable operator under 14 CFR 135. The experience the company has accumulated in turbojet aircraft, combined with the number of proving tests successfully completed in recent months, leads us to believe that an equivalent level of safety will be maintained by the granting of this request.



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ALTERNATE MEANS OF COMPLIANCE

EJM proposes to use tabletop **simulation** (TTS) in lieu of Global Express proving **flights** when conducting the required proving tests. The TTS proving test will involve the use of the applicable elements of this Proving Test Request and the comprehensive TTS plan (included) that will demonstrate the capability of EJM's system to safely operate and maintain the Global Express.

EJM TTS Proving Test Plan -- Global Express

- Intent:** EJM proposes to demonstrate an **alternate means** of compliance with 14 CFR 135.145 by conducting Proving Tests for the Global Express aircraft through "**tabletop**" simulation (exercises and scenarios) rather than conducting actual proving flights. This exercise will effectively demonstrate to the Administrator that EJM is **fully** capable of "operating and maintaining **an** aircraft new to its fleet" as required by Order 8400.10.
- Facilities:** EJM will provide facilities with **the** necessary privacy to **efficiently** conduct the TTS. The facility will include at least **two phones for use by the FAA and EJM teams**. In the event the facility is unable to **provide the** necessary phones, **EJM** will provide cellular phones for use. In addition, a white marker board, or equivalent, will be supplied.
- Personnel:** EJM will provide a trained **and qualified** flight crew to participate in the Proving Test TTS. In addition, the Director of Operations will participate as Faalitator.
- Documentation:** EJM will provide an Aircraft Flight Manual (AFM) for the Global Express aircraft. In the event the serial number **specific** AFM is **not** available, EJM will secure a "**generic**" Global Express AFM for use. Any calculations required in a scenario wilt use the **actual** aircraft weights, etc., in accordance with the serial number specific AFM. All other manuals, **forms**, checklists, **etc.** that are normally carried aboard the aircraft will also **be provided**.



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Time

Requirement: EJM believes that ~~the~~ required TTS can be completed in one ~~working~~ day. However, we will ensure that the facility used ~~is~~ available for a minimum of ~~two~~ days.

Conduct of Test: The Director of Operations will act as Facilitator during the Proving Test TTS. The TTS will ~~consist~~ of a number of exercises (~~tabletop~~ flights) for ~~determining~~ the adequacy of ~~the~~ EJM system. ~~The~~ itineraries included with ~~the~~ applicable Proving Test request will provide the basis for the tabletop flights conducted. The Facilitator will be responsible for keeping both teams focused on the current ~~status~~ of each tabletop flight. He may not ~~aid the~~ flight crew in the ~~conduct of~~ their duties during the Proving Test TTS.

All personnel in the room, ~~unless~~ otherwise indicated, ~~will~~ be assumed ~~by the flight crew~~ to be passengers. FAA Inspectors must indicate to the **Facilitator** if they wish to assume their Inspector identities. The flight crew will consider themselves to be exercising the privileges ~~of~~ their airmen certificates unless the Facilitator indicates otherwise. The flight crew should **expect** full cooperation from the passengers at all times.

The FAA team may address ~~the~~ flight crew for purposes they ~~deem~~ valid, however, any communication that changes ~~the~~ current status of the exercise or scenario should ~~be~~ directed to the Facilitator so that all present ~~are~~ aware of the change. So that order may ~~be~~ maintained at all times, only one individual should speak at a given time and individuals may not **address** areas outside their authority or responsibility.

The Facilitator will begin each TTS by identifying ~~the~~ following to the flight crew and FAA team:

- Location of Aircraft
- Local Time
- b Phase of flight (if applicable)
- Weather conditions (if applicable)
- Other pertinent information



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For the first tabletop flight of each flight day, the crew will be given the baseline status of the aircraft (fuel on board, etc.) and the baseline status of the crew (rest time, etc.). Unless otherwise informed by the Facilitator, the crew will assume that the exercise will be "real time", ie: the current time, weather conditions, etc. at the planned airports will be used for all calculations and decisions.

The flight crew will be expected to plan and execute all tabletop flights as if *they* were actually occurring, including *the* communications to the appropriate EJM personnel or departments.



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EJM will provide copies of actual forms, manifests, etc. for use during *the* exercises.

The Facilitator will schedule breaks as required. Requests for a break should be made to the Facilitator.

EJM suggests the use of the Day 2 and Day 3 itineraries as the basis for the scenarios to be conducted. They are as follows:

Day 2

Trip Route: LUK-MSP-ABQ-LUK
Trip Time: 6.9
Duty Hours: 10.4

LUK - MSP

1. Aight Time: 1.7
2. Distance 522 nm
3. Routlng D HICKI; J24 VHP; D BVT;
J89 B A E EAU CLAIRE TWO ARRIVAL

MSP - ABQ

1. Flight Time: 2.5
2. Distance 852 nm
3. Routing MSP 6 FSD; J197 OBH;
J128 FQF; J13 ABQ

ABQ - LUK

1. Flight Time: 2.7
2. Distance 1086 nm
3. Routing J78 IJU; D MOSEY; MOSEY 5 ARRIVAL



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Day 3

Trip Route: LUK-MCI-ABQ-LUK
Trip Time: 6.4
Duty Hours: 9.9

LUK - MCI

1. Flight Time: 1.7
2. Distance 479 nm
3. Routing DIRECT CVG; V5 ILL; SGF;
TYGER 3; MCI

MCI - ABQ

1. Flight Time: 2.0
2. Distance 622 nm
3. Routing WILDCAT 2; LVS; FRIHO 3;
ABQ

ABQ - LUK

1. Flight Time: 2.7
2. Distance 1087 nm
3. Routing ABQ 1; LVS; VHP; MOSEY 5; LUK



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Example:

As an example of how the TTS will be conducted, assume that the tabletop aircraft is preparing to depart ABQ for LUK. The Facilitator will announce to all that the exercise is beginning, that the aircraft is at the XYZ FBO at ABQ and the passengers in the room are available to board. The aircraft has XXXX pounds of fuel on board, and the flight crew was off duty the previous day (baseline).

With this information, the flight crew will plan the flight (using the current ABQ and LUK conditions), indicate when it may be boarded, and brief the passengers, etc. If during some part of this exercise the FAA team wished to interject a scenario change, that change would be presented to the Facilitator, who would announce to the room that a change had occurred. The flight crew would then react to the change as appropriate.

The exercise would be complete after the flight crew has informed the passengers that the aircraft has landed and are escorted from the aircraft to the destination FBO.

Completion:

The Proving Test TTS will be considered complete when the FAA Proving Test team has determined that the EJMS system has successfully demonstrated its ability to operate and maintain the Global Express aircraft.